

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

DATE OF CONFERENCES: January 24, 2020

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Sheila Charles

Keith Cota

Ron Crickard

Jill Edelmann

Marc Laurin

NHDHR

Laura Black

Nadine Miller

David Trubey

ACOE

Rick Kristoff

VHB

Nicole Benjamin-Ma

Hannah Beato

Peter Walker

Town of Dover

Christopher Parker

Town of Newington

Karen Anderson

Consulting Parties

Kitty Henderson (via
telephone)

Lulu Pickering

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Newington-Dover 11238S, NHS-027-1(037)..... 1

Newington-Dover 11238S, NHS-027-1(037)

Participants: Peter Walker, Nicole Benjamin-Ma, Hannah Beato, VHB; Keith Cota, Ron Crickard, Bob Juliano, Marc Laurin, NHDOT; Christopher Parker, Town of Dover; Kitty Henderson, Lulu Pickering - Consulting Parties

This meeting followed a cultural resources interagency meeting held on January 9, 2020 and continued the discussion regarding mitigation.

Since the previous meeting:

- N. Benjamin-Ma prepared a draft outline for an interpretive plan, which J. Edelmann emailed out to the group just prior to the 1/24 meeting.
- M. Laurin checked with the construction administrator for the project, and confirmed the marker that C. Parker inquired about is still in place, and there are no plans to remove/relocate it.

Dover Historic Inventory/Preservation Plan

- Dover Heritage Commission notes the current project probably won't be the last large-scale infrastructure project in the city, so funding for a historic consultant to work on preservation planning for the town would be beneficial and proactive.
- N. Miller agreed with this strategy, and explained that DHR can work with the Heritage Commission on this goal outside of the mitigation for this project. She noted that Newington completed a mapping study including areas for further survey, and that might be a good model for Dover to consider; N. Miller will send C. Parker a copy for the Heritage Commission to review. L. Pickering confirmed the study has been a well-used resource for the town.

Dover Bike Trail Connection

- C. Parker noted that the community trail follows the old rail bed of the Newington-Dover branch RR line. Connecting this to the GSB recreational bridge crossing would give people safe access to walk/bike to the crossing, making it a local and regional benefit, and it would tie into the transportation history of the crossing. N. Miller supported that the trail is linked to the history of the crossing.
- The Dover City Engineer and an engineer from DOT looked at the feasibility of a path (5-foot multi-use path on ROW and Spur Road).
- K. Cota suggested that DOT can look at offering partial assistance while letting the City take the lead on the project, if this is deemed appropriate mitigation for the loss of the GSB. Details that would need to be resolved include mutual use of the ROW, plans, shared funding, and permitting responsibility (permitting anticipated to take a long time). C. Parker offered to send the preliminary feasibility concept plans to K. Cota for discussion.

Town of Newington Planning Documents

- This effort is already underway with the Rockingham Planning Commission, so it can be removed from the list of mitigation ideas.

Bloody Point/Newington Depot Revitalization

- There was continued discussion from previous meetings about the FEIS commitment to explore transfer of the property to Newington, as well as the lack of rehabilitation during and after the 20-year lease of the property to the town, which ended in 1992.
- K. Cota emphasized that land use and building use need to be considered together – DOT wants to work out firm commitments about property management, financial obligation, and regulatory requirements for the transfer of the property with the town.
 - L. Pickering agreed that laying out the responsibilities and commitments will help avoid future confusion about the property. Newington does not want to pay for the property transfer, but will commit to using its own funds to maintain the property going forward if the town takes ownership.
 - K. Cota will determine what would be needed on the regulatory side to enable a potential transfer.
 - L. Pickering explained the town's conceptual plan for future use of the property, and provided hard copies of supplemental information, maps, and photos (see attached). Among the ideas Lulu presented were the following:
 - Bloody Point Park as event space – for recreational enjoyment, also space and basic amenities for weddings, picnics, etc.
 - Allow temporary structures like tents, pergola as area for interpretive information as well as photographs
 - Plan includes a small amount of on-site parking, supplemented by off-site parking on unused land adjacent to the Spaulding Turnpike to the west. "Overflow" parking to be used during events, remain unpaved, and protected/bounded by segments of the historic railing from the GSB.

- Details to be considered include shoreline protection area and wetlands, existing lead paint on GSB railing, archaeology investigation prior to grading
- Use of Newington Depot building – rehabilitation for modern use as interpretation, amenities for events, caretaker apartment/rental unit (Strawberry Banke model of joint rehab and rental income).
 - BOS feel that if the building is brought up to code, the town can commit to ongoing maintenance and long-term preservation by using rental income as a financial supplement. The building can be brought under the town's insurance.
 - First floor – rebuild exterior train platform (historic photos as guide), bathrooms, event kitchen/warming kitchen, some additional interpretation
 - Second floor – rental unit or caretaker flat – the building will be better preserved and the property better utilized if people are living there
 - L. Black noted one of the first steps would be a building assessment and identifying character-defining features, to see if the historic building supports these uses. L. Pickering noted that the original uses were an open waiting room on the first floor and the station master's family apartment on the second floor, so there's good basis for the proposed future uses without compromising the historic features of the building. The floorplan already supports a private entryway upstairs, adaptable space on the first floor, and potential space for bathrooms or chair/table storage in the ell.
 - Details to be considered:
 - N. Miller noted that when historic buildings are transferred out of state ownership, an easement is often set up with DHR. L. Pickering said that the BOS are supportive of this, and appreciate the expert input that comes along with the arrangement.
 - Code/utility upgrade – L. Pickering spoke with the fire department, which suggested that the integration of a fire alarm into the fiberoptic system would meet code, avoiding the need to run sprinklers through the building.
- Integration of salvaged GSB materials into property:
 - WPA plaque
 - Fencing/railing
 - Integration of pieces into pergola – reuse of bridge elements to give people a physical sense of the GSB
 - L. Black noted that the idea makes great use of salvaged elements, but doesn't really fit the definition of mitigation, since it won't convey the historic use of the GSB (Sewall's Falls Bridge in York is an example).
 - N. Miller noted that the pergola sounds like a sculptural or artistic endeavor, and suggested that the Arts Council may be able to help identify industrial arts contacts. She suggested that outside of Section 106 mitigation, the town could pursue this goal. L. Pickering reported that Newington is unlikely to pursue separate funding for the creation of the pergola.

HAER Documentation for GSB

- L. Black noted that DHR is moving away from documentation reports as a standard mitigation measure. However, it is appropriate for the GSB. HAER documentation was already completed for the abutments, and the NPS is accepting HAER documentation again. N. Miller further noted that since this is a nationally-significant structure, it is a good candidate for HAER.

Newington Old Stone School

- L. Pickering brought a section of an HSR completed for the school in 2003 – while rehab of the Town Hall and school were brought to town meeting, only the Town Hall received the necessary 2/3 votes to move forward. However, there may be an opportunity to update the HSR and use the space for a town archive/project archive; even if rehabilitation is completed a few rooms at a time.
- L. Black provided additional information about archival use of the building:
 - Creating an archive can be a large undertaking, including climate control, archival supplies and collection maintenance costs, and hiring an archivist. A strategic plan can help establish what the town would need for future maintenance/stewardship and expansion.
 - As a state project, documents and materials relating to the Spaulding Turnpike are the responsibility of the state to make available.
- P. Walker suggested that since other mitigation ideas are more directly related to the GSB (geographically and historically), and comprise a substantial package, creation of the archive at Old Stone School may be more appropriate outside of the GSB mitigation. L. Black and N. Miller offered to work with Newington to assess the feasibility of creating an archive through other programs.

Promotion of Bridge Management Plan – through conferences and industry events

- Although promotion of the plan was also discussed at the January 9, 2020 meeting, there was continued discussion regarding promotion with organizations.
- ACEC – J. Edelmann noted they've done a session at ACEC in the past which was well-attended, and she'd like to explore more national meetings.
- S. Charles reported that she went to a bridge preservation and management workshop run by MaineDOT during the Sarah Mildred Long Bridge replacement. Someone from MNDOT attended to present on bridge rehabilitation – MNDOT has historic bridge engineers on staff. K. Henderson said she's worked with MNDOT, and they've had a shift in philosophy to recognize how to reverse the trend of poor maintenance for historic bridges.
- N. Miller supported the idea of bringing a national perspective, and looking at potential partnerships between DOT/DHR/NH Preservation Alliance for sessions.
- K. Henderson talked about an upcoming workshop in VA, built around presenting successful historic bridge rehabs, by engineers and for engineers – she will send information to J. Edelmann for distribution. K. Henderson also suggested that APT might be an avenue to host workshops for other DOTs

Next Steps

- J. Edelmann asked attendees to look at draft interpretive plan outline for review and comment.

- P. Walker suggested that an MOA should be drafted to refine the specific mitigation measures. The intent would be to include the draft MOA, or at least a well-defined set of proposed mitigation measures, in the SEIS so that the public has an opportunity to review and comment.
- L. Black noted more information would be needed to determine which stipulations will move forward. She further suggested adding bullet points to mitigation ideas with which adverse effect each one would address.
- L. Pickering said there are certain stipulations that are definite (HAER, and interpretive program); J. Edelmann agreed some stipulation language could be drafted for definite items, which would also include marketing the bridge, integration of the bridge inventory into EMMIT, and promotion of the bridge management plan.

Compiled by: VHB
Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources